Corrected Amendment A submitted in response to
Notice of Non-Compliant Amendment mailed 05/09/2008
U.S. Pat App. No. 10/810,306
June 9, 2008
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AMENDMENTS TO THE SPECIFICATION:

Please replace paragraph [0059] with the following amended paragraph:

[0059]   In accordance with embodiments of the present invention, there is provided a networked multi-modal, multi-route freight transaction and trading system (referred to herein as the FutureFreight system, FutureFreight, or FFS) for allowing shippers, carriers, and forwarders to more efficiently conduct freight-related transactions, as well as allowing market makers to participate more fully in the freight market. The participation by market makers, utilizing the products created by the FFS, improves liquidity in the freight market to the degree heretofore unattainable.

Please replace paragraph [0078] with the following amended paragraph:

[0078]   Routing module 328 also performs the end-to-end routing of orders (as described in 810) to identify the specific flight (air), tariff (truck), schedule (rail), or sailing (ocean) that will be applied to the Futures or Options contract. After routing, the orders are sent to ~~the Adjustment Market~~ adjustment market module 326, using the parameters specified by the shippers and/or forwarders. Once the orders are routed, their routes may be broken up into component segments and grouped to create futures and options products that are more tradable.

Please replace paragraph [0080] with the following amended paragraph:

[0080]   Once a contract expires, it is ungrouped by adjustment market module 326 and the end-to-end orders are reassembled. Via adjustment market module 326, the segments can be adjusted by trading in the adjustment market. This adjustment market trading allows, for example, a forwarder to trade a 20-ton capacity on United Airlines for a 20-ton capacity on Singapore Airlines since there may exist a more advantageous financial arrangement between that forwarder and Singapore Airlines. In this manner, adjustment market module 326 allows the forwarders (and possibly carriers) to trade on contracts or contract segments with smaller volumes and shorter periods of time as final adjustments prior to contract execution. Since these volumes are generally very small, market makers typically do not participate in the adjustment market trades. Market Module 326 also provides an opportunity for buyers to adjust parameters that are necessary for final execution of a shipment, yet not present in a futures or option

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contract, for. For instance, the exact type of container, the ability to deliver bulk freight (vs.
freight that has been put into a container), the exact position aboard a vessel, special handling for
perishable or dangerous goods. These last minute parameters may require a surcharge (or a
discount) from the carrier which can be negotiated through the adjustment market.

Please replace paragraph [00122] with the following amended paragraph:

[00122]   Upon the expiration of the futures contracts, the purchased futures contract(s) may
be broken down in order to be traded on the adjustment (i.e., secondary) market and eventually
booked on carriers. In Fig. 8B, the air futures contract of block 820a (which the forwarder
bought in Fig. 8A) is broken down by FutureFreight (block 860) into the constituent capacity
blocks, representing subsets of the actual capacity blocks provided by the air carriers (such as in
blocks 832a and 832b). This reverses the process described earlier in connection with blocks
832a, 832b, and 834. At this time, the forwarder has bought the HKG-NorCal air futures
contract, as shown in block 820a.

Please replace paragraph [00172] with the following amended paragraph:

[00172]   Shippers, who may be manufacturers, naturally have a strong desire to keep their
shipment data confidential since such data, if revealed in an untimely manner, can be used to
adverse effects by competitors. Thus, in an embodiment, shippers do not access any data (unless
they are registered traders such as forwarders). Alternatively or additionally, in an embodiment,
a shipper only sees the rating of his own forecasts. Alternatively or additionally, in an
embodiment, a shipper can only see freight indexes with average prices. Alternatively or
additionally, in an embodiment, a shipper may even be prevented from viewing aggregate
forecast data (based on geography, for example) to keep that shipper from being able to deduce
information about his competitors who may be shippers from/to the same location. Alternatively
or additionally, in an embodiment, unless there is a need, a shipper is not entitled to view
individual orders (buy or sell) from forwarders, carriers and market makers and/or the market
view (the view of the futures trading market, including data pertaining to trades in futures
contracts). This is to prevent a shipper from inappropriately obtaining data (such as forwarder's
cost data).

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Please replace the ABSTRACT with the following amended ABSTRACT:

A <u>system</u> ~~browser window configured to display on a display screen data~~ that facilitates freight shipment between a first geographic location and a second geographic location is disclosed. <u>The system includes computer hardware and computer software readable by the computer hardware for displaying a browser window.</u> The browser window is accessible via a computer network. ~~There is included~~ <u>The browser window includes</u> a first data section configured to display derivative contract data pertaining to shipment capacity offered by carriers between the first geographic location and the second geographic location, the derivative contract data being associated with at least two of a air mode, a sea mode, a train mode, and a truck mode. ~~There is also included~~ <u>The browser window also includes</u> a second data section configured to be viewed simultaneously with the first data section, the second data section displaying forecast data <u>provided by shippers and</u> pertaining to demand forecasts between the first geographic location and the second geographic location ~~by shippers~~.